

Appendix A

Public and Agency Coordination

Public and Agency Coordination

Early Coordination Process

Steering and Executive Committees

The SR 509: Corridor Completion/I-5/South Access Road Project (SR 509 project) is guided by a Steering Committee and an Executive Committee composed of representatives from affected agencies and jurisdiction. The Steering Committee advises the project team and the Executive Committee. During the development of this project, the memberships of these two committees has evolved. Current membership is as follows:

- Executive Committee
 - Washington State Department of Transportation (WSDOT)
 - Port of Seattle
 - City of SeaTac
 - City of Des Moines
 - City of Kent
 - Metropolitan King County
 - 33rd District, Washington State Senate
 - 30th District, Washington State House of Representatives
- Steering Committee
 - Washington State Department of Transportation (WSDOT)
 - Port of Seattle
 - City of SeaTac
 - City of Des Moines
 - City of Kent
 - City of Federal Way
 - City of Burien
 - City of Normandy Park
 - Metropolitan King County
 - Sound Transit
 - Federal Highway Administration
 - Federal Aviation Administration
 - Citizen(s)

These committees provided review and guidance for all major decisions as noted elsewhere in this document.

Agency Involvement

A number of federal, state, regional, and local agencies and tribes have been involved in the development of the SR 509 project and the preparation of this Draft EIS.

Pre-EIS-Phase Agency Meeting

On May 7, 1992, a pre-EIS-phase agency meeting was held at SeaTac City Hall. The purpose of the meeting was for agency and jurisdiction representatives to ask questions and identify concerns related to the corridor alternatives identified for evaluation during preliminary screening. Representatives of the following agencies attended this meeting:

- Washington State Patrol
- Washington State Parks
- City of Des Moines
- City of Federal Way
- City of Normandy Park
- City of SeaTac
- Transportation Improvement Board
- Water District No. 54

EIS Agency Scoping and Coordination Meetings

The original Draft EIS for the SR 509 project was a Tier 1, or corridor-level, document. An EIS Agency Scoping Meeting on the original Draft EIS was held on October 1, 1992, at SeaTac City Hall. Representatives from the Port of Seattle, City of SeaTac, Highline School District, and the Transportation Improvement Board were present.

Resource agencies having permitting authority or other jurisdiction over environmentally sensitive resources in the project area participated in a special resource agency coordination meeting on April 25, 1994. The purpose of this meeting was to reach agreement on the level of detail needed for a “corridor-level” EIS that would satisfy the various agencies’ needs. Representatives from U.S. Fish and Wildlife Service (USFWS), National Marine Fisheries Service (NMFS), and Washington Department of Fish and Wildlife (WDFW) attended.

A scoping meeting was not held to address the project-level alignments to be evaluated in a revised DEIS for a number of reasons. As noted above, agencies had already participated in scoping or coordination meetings for the corridor-level DEIS. In addition, the decision to prepare a revised DEIS addressing project-level alignments was in response to agency comments on the original, corridor-level DEIS and the sense that their environmental concerns could be best addressed in a project-level EIS. Furthermore, it was

felt that the agencies would have adequate opportunity to express their concerns during their participation in the NEPA/404 Merger Agreement process or through the Steering and Executive Committees.

Table A-1 lists contacts made with public agencies, jurisdictions, and organizations during preparation of the Revised DEIS.

Table A-1 Agency Contacts		
Element of the Environment/ Environmental Review Process	Contact	Agency/Jurisdiction/Organization
Economics	Corr, C.	Kidder, Mathews, and Segner
	Craig, C.	City of Kent Finance Department
	Harris, S.	Northwest Corporate Real Estate Inc.
	McCarty, M.	City of SeaTac Finance Department
	Rabinovitz, E.	King County Department of Assessments
	Stoll, B.	Re/Max Realty West
Environmental Justice	Lamison-White, L.	U.S. Bureau of Census
	Ledbetter, K.	City of SeaTac, Parks and Recreation Department
	Spear, B.	U.S. Department of Transportation, Statistical Services Section
	Thorell, P.	City of Des Moines, Parks and Recreation Department
Hazardous Waste	Agid, P.	Port of Seattle
	Bahnick, Kathy	Port of Seattle
	Blasingame, J.	Manager Pizza Hut SubCo, Inc.
	Diggs, Don	Pacific Auto Brake & Muffler Service
	Duff, Ethel	Park of the Pines Church Conference Center
	Ellis, Doug	South Shore Fellowship
	Goodall G.	City of SeaTac Fire Department
	Heydon, Tim	City of Des Moines Public Works
	Nye, Roger	Department of Ecology
	Parmar, N.	Airport Plaza Hotel, SeaTac, WA
	Polhamus, Jim	Des Moines Fire Protection District No. 26
	Poor, Geri	Port of Seattle
	Riley, Benjamin A.	Des Moines Masonic Lodge No. 245.

**Table A-1
Agency Contacts**

Element of the Environment/ Environmental Review Process	Contact	Agency/Jurisdiction/Organization
NEPA/SEPA/404 Merger Process	Berg, Ken	U.S. Fish and Wildlife Service
	Brennan-Dubbs, Nancy	U.S. Fish and Wildlife Service
	Brower, Mike	Federal Highway Administration
	Darm, Donna	National Marine Fisheries
	Childers, Lynn	U.S. Fish and Wildlife Service
	Crouse, Michael	National Marine Fisheries
	Frederick, David	U.S. Fish and Wildlife Service
	Gibbons, Tom	National Marine Fisheries
	Hirsh, David	National Marine Fisheries
	Jackson, Jerry	U.S. Fish and Wildlife Service
	Kennedy, Jack	U.S. Army Corps of Engineers
	Landino, Steve	National Marine Fisheries
	Leonard, Jim	Federal Highway Administration
	Love, Sharon	Federal Highway Administration
	Lee, Judith Leckrone	U.S. Environmental Protection Agency
	Manning, Sandra	Washington Department of Ecology
	Parkin, Rick	U.S. Environmental Protection Agency
	Pratt, Cynthia	Washington Department of Fish and Wildlife Service
	Romano, Olivia	U.S. Army Corps of Engineers
	Randall, Loree	Washington Department of Ecology
	Robinson, Anne	U.S. Army Corps of Engineers
	Ryan, Bill	U.S. Environmental Protection Agency
	Suggs, Sarah	Washington Department of Ecology
	Swanson, Terry	Washington Department of Ecology
	Tonnes, Dan	National Marine Fisheries
	Teachout, Emily	U.S. Fish and Wildlife Service
	Thompson, Janet	Washington Department of Ecology
	Uhrich, Ann	U.S. Army Corps of Engineers
	Wood, Barb	National Marine Fisheries
Noise	Wells, Bob	Port of Seattle

Table A-1 Agency Contacts		
Element of the Environment/ Environmental Review Process	Contact	Agency/Jurisdiction/Organization
Relocation	Chambers, Paula Gut, Tom Hartson, Arthur (Ron) Korsgaard, Gary Mann, Sharon Osborn, William Ramsaver, Teri Thornton, Tom Varacalli, Vincent Wietz, Dave	Caldwell Banker Bain Associates City of SeaTac Owner, Town and County Estates Mobile Home Park John L. Scott Real Estate Re/Max Real Estate City of Kent Washington State Office of Manufactured Housing Owner, Tyee Valley Mobile Home Park Varacalli Real Estate Co. Manager, Town and Country Estates Mobile Home Park
Social	Booth, Michael Carr, Mary Catton, Bonnie Calhoon, Carolyn Keown, T. Bowman, John Hall, Chris Kase, Ken Yurovchak, Anita	City of SeaTac Highline School District Kent School District Transportation Service Federal Way School District Highline Water District Lakehaven Utility District Lakehaven Utility District Midway Sewer District Puget Sound Energy
Section 4(f)	Blumen, Connie Bowden, Bryan Broom, Joan Eastberg, Cheryl Hoggard, Calvin Heydon, Tim Hodgson, John Ledbetter, Kit Loch, Corbett Morgan, Cayla Poor, Geri Rayburn, Bruce Taylor, Willie Thorell, Patrice	King County Park System National Park Service City of Kent, Parks and Recreation Department City of SeaTac, Department of Planning and Community Development City of SeaTac City Manager City of Des Moines City of Kent Parks Director City of SeaTac Parks and Recreation Department City of Des Moines Federal Aviation Administration Port of Seattle City of SeaTac Public Works Department U.S. Department of Interior City of Des Moines Parks and Recreation Department

Table A-1 Agency Contacts		
Element of the Environment/ Environmental Review Process	Contact	Agency/Jurisdiction/Organization
Vegetation, Fish, and Wildlife	Berg, Ken	U.S. Fish and Wildlife Service
	Gloman, Nancy	U.S. Fish and Wildlife Service
	Grettenberger, John	U.S. Fish and Wildlife Service
	Guggenmos, Lori	Washington Department of Fish and Wildlife
	Kirkpatrick, Deeann	National Marine Fisheries Service
	Masters, Dave	King County Water and Land Resources
	Moody, Sandy S.	Washington Natural Heritage Program
	Murramatsu, John	Des Moines Chapter of Trout Unlimited
	Negri, Steve	Washington Department of Fish and Wildlife
	Nelson, Kitty	National Marine Fisheries Service
	Phillips, Chuck	Washington Department of Fish and Wildlife
	Schnieder, Phil	Washington Department of Fish and Wildlife
Visual Quality	Poor, Geri	Port of Seattle, Aviation Planning Department.
	Scarey, Michael	City of SeaTac Planning and Community Development
	Ward, Craig	City of SeaTac Planning and Community Development
	Monaghan, Donald	City of SeaTac Public Works
	Heydon, Tim	City of Des Moines Public Works
	Kilgore, Judith	City of Des Moines Community Development
Water Quality	Bartlett, C.	Highline Water Department
	Davis, M.	Highline Water Department
	Gibson, J.	Highline Water Department
	Johnson, K.	King County Department of Natural Resources
	Matthews, Wayne	City of Des Moines
Wetlands	Clarke, Steve	City of Burien
	Dodge, Jack	City of SeaTac
	Harris, Keith	Highline Water District
	Heydon, Tim	City of Des Moines
	Hubbard, Tom	Port of Seattle
	Leavitt, Elizabeth	Port of Seattle
	Ledbetter, Kit	City of SeaTac
	Masters, David	King County Department of Natural Resources
	Monahan, Don	City of SeaTac
	Rayburn, Bruce	City of SeaTac
	Reinhold, Loren	City of Des Moines
	Thorell, Patrice	City of Des Moines
	Wells, Robert	Port of Seattle

Interagency Working Agreement (NEPA/SEPA/404 Merger Agreement)

Discharges of dredged or fill material in waters of the United States, including wetlands, require permitting under Section 404 of the Clean Water Act. In June 1995, the Interagency Working Agreement to Integrate Special Aquatic Resources (Section 404 of the Clean Water Act) Permit Requirements into the National Environmental Policy Act (NEPA) and the State Environmental Policy Act (SEPA) in the State of Washington was signed. This agreement integrates the Section 404 permit processes and other related permitting and certification procedures into the NEPA and SEPA processes early in the project programming and project development stages.

The signatory agencies to this agreement are the Federal Highway Administration (FHWA), NMFS, U.S. Army Corps of Engineers (USACOE), U.S. Environmental Protection Agency (EPA), USFWS, Washington State Department of Ecology (Ecology), WDFW, and WSDOT.

During April 1997, WSDOT requested the signatory agencies' response to Concurrence Point 1. This concurrence point relates to the project's purpose and need, the criteria for alternative selection, and the role of all agencies. All signatory agencies, except NMFS, responded to the request for Concurrence Point 1. USACOE and WDFW concurred with no additional comments. USFWS, USEPA, and Ecology concurred with comments. The concurrence forms and accompanying letters, if any, for Concurrence Points 1 and 2 are presented at the back of this appendix.

Concurrence Point 2 addresses two items: (1) identification of alternatives to evaluate in the DEIS and (2) identification of the preliminary preferred alternative. WSDOT sent a letter during September 1999 requesting the signatory agencies' input on the alternatives to evaluate in the DEIS. NMFS and USFWS chose to waive the opportunity to provide comments on the alternatives. WDFW and EPA concurred with the alternatives without comment, and Ecology concurred with comments. During September 2001, the Signatory Agency Committee (SAC) agreed with WSDOT to eliminate Alternatives C1 and D from evaluation in the revised DEIS.

During August 2001, WSDOT sent a letter to the signatory agencies requesting their concurrence on the preliminary preferred alternative. USFWS, NMFS, and USACOE concurred without comment. WDFW and EPA concurred with comments.

Tribal Consultations

In addition to these meetings with interested agencies, a number of tribes were periodically contacted directly by letter or telephone for input on issues of concern. The tribes included:

- Muckleshoot Tribe
- Puyallup Tribe
- Duwamish Tribe
- Suquamish Tribe
- Lummi Nation
- Yakama Nation

Community Involvement

Community involvement with the SR 509 project has been ongoing since May 1992. Five public meetings were held regarding the previous, corridor-level EIS. The type, date, and purpose of those meetings are as follows:

Meeting	Date	Purpose
Open house/scoping	May 6, 1992	Give citizens an opportunity to identify issues associated with the proposed project that should be considered in the DEIS
Public meeting	June 1, 1992	Report results of first level screening
Open house/scoping	September 30, 1992	Identify alternatives
Open house	February 2, 1994	Receive comments on alternatives
DEIS public hearing	January 10, 1996	Receive comments on DEIS

Prior to the public meetings, a newsletter was sent out announcing the meetings and providing background information about the topics to be addressed at the meetings. A total of four newsletters were prepared regarding the corridor-level EIS. The newsletters were dated April 1992, September 1992, January 1994, and December 1995. In addition, advertisements were placed in regional and local newspapers announcing the meetings and their purpose.

Following receipt of public and agency comments on the DEIS, the Steering Committee, WSDOT, and FHWA concluded that the comments could be more fully addressed if details about the alternatives were developed. Once concurrence was given on the preferred corridor alignment, a decision was made to prepare a Revised DEIS that addressed specific project-level alignments.

The project-level EIS phase was initiated with a formal Public Scoping Meeting in February 1998. The intent of the federally mandated meeting was to solicit comments from the public on the proposed project, the specific EIS alternatives, and those issues that should be addressed in the EIS. Attendees were urged to provide comments on preprinted comment forms. The following summarizes the written and verbal issues raised at the hearing:

- Degree of land acquisition required, particularly residential land
- Infringement on Des Moines Creek Park
- Wetlands
- Des Moines Creek Drainage Basin
- Maintaining access for emergency service vehicles throughout area
- Bicycle and pedestrian facilities
- Noise impacts and mitigation
- Access to residential areas
- Traffic operations
- Airport and aircraft safety

Public meetings have been held throughout the development of the alternatives. The following table lists the formal public meetings that have been held regarding the project during development of the project-level EIS.

Meeting	Date	Purpose
Open house/scoping	February 26, 1998	Give citizens an opportunity to identify issues associated with the proposed project that should be considered in the DEIS
Open house	June 4, 1998	Provide project update, present of project-level alternatives, and inform residents of upcoming fieldwork
Open house	October 27, 1999	Provide results of value analysis and introduce new alternatives
Open house	January 10, 2001	Provide project update, present alternatives analysis, and introduce preliminary preferred alternative

In general, the majority of the comments at these public meetings have centered around preferences for a particular build alternative or more general comments about the alternatives being considered. The comments indicated a slight preference for Alternative C2, which was followed in order of preference by Alternatives D, C3, B, and C1 (with B and C1 having about the same level of preference). All of the people who preferred Alternative D were impacted by the other alternatives. A couple of comments also stated a preference to build nothing (Alternative A). Overall, opposition to the project or the preferred alternative represented a small minority of the comments received. People expressed concern about the amount of time project development was taking, particularly residents whose property might be affected by right-of-way acquisition. Concerns about project effects on traffic operations on local arterials and I-5 were also expressed. There were also some comments on noise, particularly the desire for noise barriers, and the need to minimize impacts to wetlands and to provide impact mitigation in the affected basins. The following summarizes the types of issues raised at the public meetings:

- Alternative selection and preferred alternative
- Timing of project construction and property acquisition
- Traffic operations
- Requests for maps, graphics and additional information
- Park impacts
- Cumulative impacts
- Relocation and property issues
- Noise
- Wetland impacts
- Impacts to water supply wells
- Cost
- Construction impacts to air quality

Prior to the public meetings, newsletters were distributed to inform the public about upcoming meetings and project activities. These newsletters focused on the topics addressed at the public meetings. The newsletters were dated February 1998, May 1998, October 1999, and November 2000. Another newsletter was also sent out in February 1999 describing the benefits of the project and anticipated funding requirements; this newsletter did not precede a public meeting. In addition, advertisements were placed in regional and local newspapers announcing the meetings and their purpose.

Meetings have also been held with interested groups and individuals, such as individual city councils, business owners and managers, and neighborhood groups.

Permits, Licenses, and Other Required Actions or Approvals

- U.S. Army Corps of Engineers
 - Section 404 of the Clean Water Act Permit
- Washington State Department of Ecology (Ecology)
 - Water Quality Certification, Section 401 of the Clean Water Act
 - National Pollutant Discharge Elimination System (NPDES) Stormwater Permit
 - NPDES Stormwater Site Plan—Individual
 - Coastal Zone Management Permit
- Washington Department of Natural Resources
 - Forest Practices Permit
- Washington State Department of Fish and Wildlife (WDFW)
 - Hydraulic Project Approval

- Cities of SeaTac, Des Moines, Federal Way, and Kent, and King County
 - Noise Variance
 - Clearing Permit
 - Critical Area Determination
- King County
 - Landfill Disturbance Permit (to be obtained by others)
- Federal Aviation Administration
 - Airport Highway Clearance

In addition to specific permits, other likely actions or approvals that will be required include:

- Section 4(f) Approval (related to impacts to parks and recreational land, wildlife refuges, and historic sites)—FHWA, U.S. Department of the Interior, and the Cities of Des Moines and Kent.
- Section 7 Consultation (related to impacts to threatened or endangered plant and animal species)—USFWS and NMFS
- Section 106 Review (related to impacts on historic properties)—Washington State Office of Archaeology and Historic Preservation (OAHP) and the Advisory Council on Historic Preservation

SEA/app a coordination_1103.DOC/020220039

Concurrence Point 1



STATE OF WASHINGTON

DEPARTMENT OF ECOLOGY

Mail Stop PV-11 • Olympia, Washington 98504-8711 • (206) 459-6000

February 5, 1996

Dale Morimoto, M.S.
Northwest Region Environmental
Dept. of Transportation
PO Box 330310
Seattle, WA 98133-9710

RE: Comments on DEIS, SR 509 Extension

Dear Mr. Morimoto:

Ecology has reviewed the Draft Environmental Impact Statement (DEIS), *SR 509 Extension/South Access Road Corridor Project*, received by Ecology in December, 1995. The proposed project will extend SR 509 to include two general-purpose travel lanes and a center high-occupancy vehicle lane in each direction, and to provide southern access to SeaTac Airport. The preferred alternative (Alternative 2) would impact 4.0 acres of wetlands, and cross several creeks and seismic hazard areas, and has the potential for crossing hazardous wastes and substances sites through the industrial sections of the proposed right of way. However, of the 3 build alternatives presented, Alternative 2 had the least amount of impact on the resources of the State.

Per the merger agreement, we have reviewed this document and provide the following comments. In general, we accept the purpose and need as stated in the DEIS, however we are concerned with the loss of wetlands and fish and wildlife habitat that would occur from this project as proposed. DOT should make every effort to avoid impacts to the wetlands and streams in the project area, especially for the category I and II wetlands, and Des Moines Creek.

For all unavoidable impacts, a detailed mitigation plan that is approved by Ecology will be required prior to permitting of the project. We would like to encourage DOT to consider a mitigation bank to compensate for the unavoidable impacts. DOT should combine impacts expected from this expansion with additional expected impacts from the future projects outlined on page S-4 in order to create a large bank for this and future projects. The use of a bank may allow for improved habitat and wetlands functions and values for the watershed. Please contact Ecology for information or assistance in the development of a mitigation bank proposal.

Specific comments to the plan are addressed below:

1. **Proposed Alternative:** DOT has selected Alternative 2 as their preferred alternative based on the lower cost and decreased environmental impacts of this alternative. Ecology supports this decision but recommends DOT consider additional avoidance or minimization on the impacts to the functions and values of the wetlands and streams to be crossed. If possible, Des Moines Creek and it's buffer should be bridged or avoided in some other way.
2. The final EIS should describe how the Category levels were assigned to each of the wetlands, and should define how the functions and values associated with each wetlands and creek will be replaced by the proposed mitigation.
3. The stormwater detention and treatment systems required for treating the additional runoff should be designed to include treatment of current road runoff. The systems should be located outside of wetland areas.
4. DOT should consult Ecology Hazardous Waste Section about cleanup requirements in the industrial areas prior to completion of the final EIS. The site should be tested and a cleanup plan prepared and presented in the EIS.
5. Table S-1: Under the Water Quality column of this table, information should be included about monitoring and maintenance requirements should be listed as part of the erosion control under mitigation.
6. Table S-1: Under the Wetlands column of this table, information should be included about erosion control around wetlands and wetland buffers as part of mitigation. Silt fences and other measures should be used to isolate the construction site from the mitigation site. Monitoring and maintenance requirements of the erosion control structures should also be included.
7. The information (second sentence) provided under Coastal Zone on page 4-30 and 31 is misleading. The exemption of the Shoreline management permit is only one criteria for meeting consistency requirements of the Coastal Zone Management (CZM) Act. This sentence should be removed or re-written to clearly state that it is only one criteria, and not "generally the State considers the project is in compliance" due to the shoreline exemption.

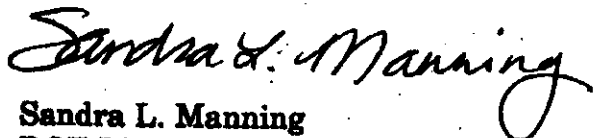
SR-509, DEIS Merger Comments
February 5, 1996
Page 3

Mitigation:

8. Additional work needed to complete the goals of the *Des Moines Creek Restoration Project* (Herrera and Hall, 1989) as stated on page 3-18, may provide an opportunity for some of the project mitigation requirements.
9. Page 4-55 should include some information about the requirements of the DOT and Ecology Implementation Agreement for Wetland Mitigation.
10. Mitigation for the functions and values lost during bridging of creeks and wetlands should be included in the overall mitigation ratios and requirements.

If you have any questions please contact me at (206) 407-6912.

Sincerely,



Sandra L. Manning
DOT Liaison and Permit Reviewer
Environmental Review and Sediments

cc: DOT - Sandy Stephens
WDFW - Randy Carmon
Ecology - Ann Boeholdt, Bob Fritzen, Roger Nye
EPA - Richard Clark
Corps - Jack Kennedy

~~PREPARED~~
MIRANDA
UNP Blower



U.S. Department
of Transportation
Federal Aviation
Administration

for EIS
(FHWA didn't
send the original
This should be
good enough C.

Seattle Airports District Office
1601 Lind Avenue, S.W.
Renton, WA 98055-4056

May 27, 1997

Mr. Gene K. Fong
Division Administrator
U.S. Department of Transportation
Federal Highway Administration Suite 501, Evergreen Plaza
711 South Capitol Way
Olympia, Washington 98501-1284

Dear Mr. Fong:

We have received your May 13, 1997 letter to Mr. Frederick Isaac requesting Federal Aviation Administration (FAA) participation as a Cooperating Agency on the Supplemental Draft Environmental Impact Statement (SDEIS) for the State Route 509 Extension/South Access Road project. We would like to reconfirm our participation in the cooperating agency role. We understand that our involvement will be limited to those areas under the FAA jurisdiction or special expertise as was the case in the corridor level Draft EIS for the project that was completed in December of 1995.

We look forward to working with you on the SDEIS. Should you have any questions, please contact Cayla Morgan at (206) 227-2653.

Sincerely,

J. Wade Bryant
Manager,
Seattle Airports District Office



REC'D CH₂M SEA JUN 17 1997

STATE OF WASHINGTON

DEPARTMENT OF ECOLOGY

P.O. Box 47600 • Olympia, Washington 98504-7600
(360) 407-6000 • TDD Only (Hearing Impaired) (360) 467-7000

June 10, 1997

Dale Morimoto, M.S.
Northwest Region Environmental
Dept. of Transportation
PO Box 330310
Seattle, WA 98133-9710

DATE RECEIVED			
TO	DISTRIBUTION	INT.	DATE
	ENV. PROG. MGMT.		
	AIR & NOISE		
	HYDRAULICS		
	BIOLOGY		
	DOCUMENTATION		
	RECYCLE		
	OTHER		
	FILE		

RE: Request for Cooperating Agency Status, SR 509 Extension
Concurrence Point #1 per Merger Agreement

Dear Mr. Morimoto:

I have reviewed your April 25th letter requesting Ecology act as a cooperating agency in development of environmental documentation for the SR 509 Extension/South Access Road Corridor Project. The proposed project will extend SR 509 to include two general-purpose travel lanes and a center high-occupancy vehicle lane in each direction, and to provide southern access to SeaTac Airport. We decline your offer to act as a cooperating agency for this project.

In Ecology's February 5th, 1996 comment letter on the Draft Environmental Impact Statement (DEIS), Ecology provided concurrence per the Merger Agreement on concurrence point number 1. Please accept this letter as confirmation that we agree with the stated purpose and need, but recommend that the criteria for improving regional mobility and safety should be included in the purpose and need statement. We also agree with the criteria for selecting the range of alternatives as presented in DOT's April 25th summary letter.

If the Supplemental DEIS has the same purpose and need (along with safety), and the criteria for selection that are stated in the April 25th summary, then Ecology will consider this letter the approval for concurrence point number 1, unless additional information is provided that warrants comments.

As stated in Ecology's February letter, we are still concerned with the loss of wetlands and fish and wildlife habitat that would occur from this project as proposed. DOT should make every effort to avoid impacts to the wetlands and streams in the project area, especially for the category I and II wetlands, and Des Moines Creek. All other comments as stated in the February letter (attached) should be addressed in the SDEIS.

SR-509, DEIS Merger Comments

June 10, 1997

Page 2

If you have any questions please contact me at (360) 407-6912.

Sincerely,

A handwritten signature in cursive script that reads "Sandra L. Manning".

Sandra L. Manning

DOT Liaison and Permit Reviewer

Environmental Review and Sediments

cc: DOT - Sandy Stephens
WDFW - Randy Carmon
NMFS - Dennis Carlson
USFWS - Nancy Brennan-Dubbs
EPA - Richard Clark
Corps - Jack Kennedy

[illegible]

Merger Agreement Concurrence Form

Project Title	SR#	Region	County
SR 509/South Access Road	509	Northwest	King
WRIA	Environmental Document Classification	DATE RECEIVED	
0377 / 0380	Joint NEPA/SEPA EIS	DEC 31 '97	

Environmental Summary

The proposed project would improve regional travel by extending the existing State Route 509 from its current terminus with a City of SeaTac arterial (S. 188th St.) southward to a connection with Interstate 5 and improve southerly access to and from Seattle/Tacoma International Airport by means of a new South Access Road which would connect the airport drive system with the new SR 509 extended roadway.

Concurrence Request

Having discussed the above concurrence point(s), the agency representative, by his/her signature to this document, signifies one of the following:

- ☐ Concurrence as presented ¹
☒ Concurrence with comments ³
☐ Nonconcurrence ²
☐ Waived ⁴

Comments/Reasons for Nonconcurrency

Although we concur with the above points, we request the removal of the last part of the last sentence of the purpose & need statement, which says, "... by means of a new South Access Road which would connect the airport drive system with the new I-8505 expanded roadway."

Additional Information Needed

Agency: EPA

NERRA Team Leader
Title:

Signature: John Greger

12/24/97
Date:

Definition of Concurrence - "Written determination by the agency that information to date is adequate for this stage, and the project may proceed to the next stage without modification."

² **Definition of Nonconcurrency** - "Written determination by the agency that information to date is not adequate for this stage, or the potential adverse impacts of the project are so substantial that permits would probably be denied, or the project should be modified to reduce the impacts."

³ Definition of Concurrence with Comments - "Written determination by the agency that the project can advance to the next stage and comments will be addressed in the next submittal."

4 Definition of Waiver - "Written determination by the agency that they voluntarily give up their opportunity to provide comment on that particular concurrence point(s). Agencies which waive agree not to revisit that concurrence point."



United States Department of the Interior

FISH AND WILDLIFE SERVICE

North Pacific Coast Ecoregion

Western Washington Office

510 Desmond Drive SE, Suite 102

Lacey, Washington 98503

Phone: (360) 753-9440 Fax: (360) 753-9008

RECEIVED
JUN 28 1997
FISH AND WILDLIFE SERVICE

June 19, 1997

Gene Fong
Washington Division
Washington State Department of Transportation
711 South Capitol Way
Suite 501 Evergreen Plaza
Olympia, Washington 98501-1284

Subject: SR 509 Extension/South Access Road, NEPA/404 Merger and Request for Cooperating Agency Status

Dear Mr. Fong:

The U. S. Fish and Wildlife Service (Service) is responding to the above document regarding Concurrence Point Number 1 as part of the Merger Agreement, as well as the request for our agency to act as a cooperator. We decline your offer to act as a cooperating agency for this proposed project. Please find enclosed the signed Merger Agreement Concurrence Form. The Service has the following comments regarding the purpose and need, and range of alternatives to be addressed in the Supplemental Draft Environmental Impact Statement (SDEIS).

1. The SDEIS should address the need for the project if the proposed third runway expansion for SeaTac Airport does not go forward.
2. Alternative selection and screening criteria included assessing impacts to threatened and endangered species, and loss of wetlands due to filling and vegetation removal. Impacts to other wildlife species and wetland impacts due to shading, fragmentation, and changes in hydrology (i.e., decreasing flows) need to also be considered in the assessment of alternatives.

Please contact Nancy Brennan-Dubbs, of my staff, at (360) 753-5835 or at the above address in the future regarding this project.

Sincerely,



for David C. Frederick
Supervisor

nbd/jmc

Enclosure

WSDOT/SR509/King

c: EPA, Seattle (Roy)

EPA, Lacey (Clark)

NMFS, Lacey (Carlson)

COE, Seattle (Kennedy)

WDE, Lacey (Manning)

WDFW, Region 4

WSDOT, Olympia (Stephens)

wedocw30p13

Merger Agreement Concurrence Form

Project Title SR 509	SR# 509	Region Olympic	County King
WRIA WRIA	Environmental Document Classification SEIS	Date Concurrence Due 6-28-97	

- ☒ Project purpose & need
☒ Criteria for alternatives selection
☐ Role of all agencies
☐ Project alternatives to be evaluated in DEIS
- ☐ Preferred alternative/Least environmentally damaging alternative
☐ Detailed mitigation plan
☐ Preliminary preferred alternative when known

WSDOT Contact Person Jose Miranda

Environmental Summary

Concurrence Request

Having discussed the above concurrence point(s), the agency representative, by his/her signature in this document, signifies one of the following:

- ☐ Concurrence as presented¹
☐ Nonconcurrence²
☒ Concurrence with comments³
☐ Waived⁴

Comments/Reasons for
Nonconcurrence

See attached cover letter

Additional Information
Needed

Agency:

Title:

Signature:

Date:

US FWS

Acting Supervisor

Blanca A. Ralston

6/20/97

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REPLY TO
ATTENTION OF

Regulatory Branch

DEPARTMENT OF THE ARMY
SEATTLE DISTRICT, CORPS OF ENGINEERS
P.O. BOX 3788
SEATTLE, WASHINGTON 98124-2288

JUL 30 1997

To: Christina Olson

Gene Fong
Division Administrator
Federal Highway Administration
711 South Capitol Way, #501
Olympia, Washington 98501

Reference: SR 509 EIS

Dear Mr. Fong:

The Seattle District, U.S. Army Corps of Engineers, concurs with your agency's decision to proceed to project-level documentation for extension of State Route 509, from its current terminus south of Seattle Tacoma International Airport near South 188th Street, eastward to Interstate 5. As we understand it, the documentation is to be a Supplemental Draft Environmental Impact Statement. It would supplement the corridor-level Draft Environmental Impact Statement Impact Statement entitled *SR 509/South Access Road Corridor Project and Draft Environmental Impact Statement and Section 4(f) Evaluation*. We accept your offer to be a cooperating agency in the preparation of the Environmental Impact Statement (EIS) pursuant to the NEPA/SEPA/Section 404 Merger Agreement.

In our February 29, 1996 letter on this project, we concurred with the Draft EIS Purpose and Need statement. We still do. We also concur with your selection of alternatives to be forwarded for further consideration. The concerns and other observations expressed in that February 1996 letter remain current.

Jack Kennedy remains the Corps staff contact person for this project. If you have any questions, please contact him at (206) 764-6907.

Sincerely,

Ann R. Uhrich

Ann R. Uhrich
Chief, Environmental and
Processing Section

**Concurrence Point 2
Project Alternatives**

Merger Agreement Concurrence Form

Project Title

SR#

Region

County

Extension and South Access Road

509

Northwest

King

WRIA

WRIA 09

Streams 0377 & 0380

Environmental Document
Classification

Joint NEPA/SEPA EIS

Date Concurrence Due

11/15/99

☐ P Project purpose & need

☐ 1 Criteria for alternatives selection

☐ 1 Role of all agencies

☒ 1 Project alternatives to be evaluated in DEIS

☐ 1 Preferred alternative/Least
environmentally damaging alternative

☐ 1 Detailed mitigation plan

☐ 1 Preliminary preferred alternative when known

WSDOT Contact Person Susan Powell

Environmental Summary

The purpose of the proposed action is to improve regional highway connections with an extension of SR 509 to serve future transportation needs in southwest King County and to enhance southern access to Seattle-Tacoma International Airport.

Concurrence Request

Having discussed the above concurrence point(s), the agency representative, by his/her signature to this document, signifies one of the following:

☐ 1 Concurrence as presented¹

☐ 1 Nonconcurrence²

☐ 1 Concurrence with comments³

☒ 1 Waived⁴

Comments/Reasons for
Nonconcurrence

Additional Information
Needed

NMFS
Agency:

Fishery Biologist
Title:

Signature: Dan Guy

12/29/99
Date:

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STATE OF WASHINGTON

DEPARTMENT OF ECOLOGY

P.O. Box 47600 • Olympia, Washington 98504-7600
(360) 407-6000 • TDD Only (Hearing Impaired) (360) 407-6006

March 30, 2000

Susan Powell
Northwest Region Environmental
Dept. of Transportation
PO Box 330310
Seattle, WA 98133-9710

RE: SR 509 Extension - Concurrence Point #2 per Merger Agreement, Project
Alternatives to be Evaluated

Dear Ms. Powell:

I have reviewed your November 15th letter requesting Ecology's concurrence for the alternatives identified by DOT to be evaluated in the environmental documentation for the SR 509 Extension/South Access Road Corridor Project. The proposed project will extend SR 509 to include two general-purpose travel lanes and a center high-occupancy vehicle lane in each direction, and to provide southern access to SeaTac Airport.

In the attached form, we have stated our decision to be concurrence with comments. We have the following comments on the alternatives:

- 1) All of the alternatives proposed have significant aquatic impacts in an area where mitigation opportunities are limited. We continue to be concerned with the loss of wetlands and fish and wildlife habitat that would occur from this project as proposed. DOT should make every effort to avoid impacts to the wetlands and streams in the project area, especially for the category I and II wetlands, and Des Moines Creek. We recommend DOT form a technical committee with the resource agencies and the FAA to assist in determining additional avoidance requirements early on, and potential mitigation sites that will be needed for project mitigation. It is essential that these areas are identified early, and agreed on by all the permitting agencies because of the limited mitigation areas, many of which are being proposed for mitigation by the SeaTac third runway expansion needs.

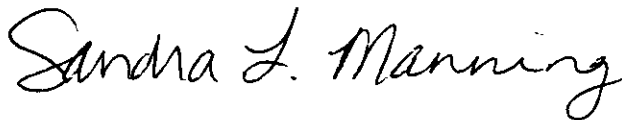
March 30, 2000

Page 2 of 2

- 2) It is essential for DOT to continue to work with SeaTac to make certain that areas proposed for expansion on SR 509 do not impact the Port's proposed mitigation areas. Also, the two project's documents should be coordinated so that if there is an area that DOT is avoiding, but will be filled by the Port (or visa versa), it should not be presented as avoidance in the EISs. The areas that will eventually be filled by either project should be documented in the EIS, so that the Port or DOT are not getting credit for avoidance measures in their EIS document, or in the mitigation sequencing requirements of the 401/404 Clean Water Act review.
- 3) DOT should consider combining mitigation efforts and requirements with the Port, in order to obtain a better mitigation strategy for the area.
- 4) The impacts that will occur to the East Fork of Des Moines Creek, between Bow Lake and the Tyee Golf Course, and approximately 5 acres of associated wetland adjacent to the Creek are unclear. The maps provided by DOT show impacts different from the maps in the Corps public notice for the SeaTac expansion #96-4-02325R and in the EIS for the SeaTac expansion. It would be very helpful to have a single map showing the impacts that 509 will have to this area, and how the runway expansion has been coordinated with DOT for the creek and wetlands located under the proposed bridge that the Port of Seattle is building for the SeaTac expansion.

If you have any questions please contact me at (360) 407-6912.

Sincerely,



Sandra L. Manning
DOT Liaison and Permit Reviewer
Environmental Review and Assistance

cc: WDFW - Cynthia Pratt
NMFS - Dennis Carlson
USFWS - Nancy Brennan-Dubbs
EPA - Richard Clark
Corps - Jack Kennedy
Ecology - Sarah Suggs, Janet Thompson, Tom Luster, Erik Stockdale,
Sandra Lange

Merger Agreement Concurrence Form

Project Title	SR#	Region	County
Extension and South Access Road	509	Northwest	King
WRIA	Environmental Document Classification	Date Concurrence Due	
WRIA 09	Joint NEPA/SEPA EIS	11/16/99 2/22/00 info. received by Ecology on 1/26/00 SM	
Streams 0377 & 0380			

<input type="checkbox"/> P Project purpose & need	<input type="checkbox"/> 1 Preferred alternative/Least environmentally damaging alternative
<input type="checkbox"/> 1 Criteria for alternatives selection	<input type="checkbox"/> 1 Detailed mitigation plan
<input type="checkbox"/> 1 Role of all agencies	<input type="checkbox"/> 1 Preliminary preferred alternative when known
<input checked="" type="checkbox"/> 1 Project alternatives to be evaluated in DEIS	

WSDOT Contact Person Susan Powell, fax 440-4805

Environmental Summary

The purpose of the proposed action is to improve regional highway connections with an extension of SR 509 to serve future transportation needs in southwest King County and to enhance southern access to Seattle-Tacoma International Airport.

Concurrence Request

Having discussed the above concurrence point(s), the agency representative, by his/her signature to this document, signifies one of the following:

- ☐ 1 Concurrence as presented¹
☐ 1 Nonconcurrence²

- ☒ 1 Concurrence with comments³
☐ 1 Waived⁴

Comments/Reasons for
Nonconcurrence

see attached

Additional Information
Needed

Ecology
Agency:

DOT Liaison
Title:

Sandra L. Manning
Signature:

3/30/00
Date:

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Concurrence Form

Project Title	SR#	Region	County
Extension and South Access Road	509	Northwest	King
WRIA 0377/0380	Environmental Document Classification	Date Concurrence Due	
Joint NEPA/SEPA EIS		11/15/99	

- | | |
|--|---|
| <input type="checkbox"/> Project purpose & need | <input type="checkbox"/> Preferred alternative/Least environmentally damaging alternative |
| <input type="checkbox"/> Criteria for alternatives selection | <input type="checkbox"/> Detailed mitigation plan |
| <input type="checkbox"/> Role of all agencies | <input type="checkbox"/> Preliminary preferred alternative when known |
| <input checked="" type="checkbox"/> Project alternatives to be evaluated in DEIS | |

WSDOT Contact Person Susan Powell

Environmental Summary

The proposed project would improve regional travel by extending the existing SR 509 from its current terminus with a city arterial southward to a connection with Interstate 5 and improve southerly access to and from Seattle-Tacoma International Airport by means of a new South Access Road which connect the airport drive system with the new SR 509 extended roadway.

Concurrence Request

Having discussed the above concurrence point(s), the agency representative, by his/her signature to this document, signifies one of the following:

- | | |
|---|---|
| <input checked="" type="checkbox"/> Concurrence as presented ¹ | <input type="checkbox"/> Concurrence with comments ³ |
| <input type="checkbox"/> Nonconcurrence ² | <input type="checkbox"/> Waived ⁴ |

Comments/Reasons for Nonconcurrence

Additional Information Needed

CORPS
Agency:

Engineers

Regulatory Project Manager

Signature:

J. Kennedy

Date:

12/21/99

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9/13/1999

Merger Agreement Concurrence Form

Project Title	SR#	Region	County
Extension and South Access Road	509	Northwest	King
WRIA	Environmental Document	RECEIVED NOV 19 1999 SOUTH KING COUNTY AREA ADMINISTRATION 11/15/99	
WRIA 09	Classification		
Streams 0377 & 0380	Joint NEPA/SEPA EIS		

- | | |
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| <input type="checkbox"/> P Project purpose & need | <input type="checkbox"/> 1 Preferred alternative/Least environmentally damaging alternative |
| <input type="checkbox"/> 1 Criteria for alternatives selection | <input type="checkbox"/> 1 Detailed mitigation plan |
| <input type="checkbox"/> 1 Role of all agencies | <input type="checkbox"/> 1 Preliminary preferred alternative when known |
| <input checked="" type="checkbox"/> 1 Project alternatives to be evaluated in DEIS | |

WSDOT Contact Person Susan Powell

Environmental Summary

The purpose of the proposed action is to improve regional highway connections with an extension of SR 509 to serve future transportation needs in southwest King County and to enhance southern access to Seattle-Tacoma International Airport.

Concurrence Request

Having discussed the above concurrence point(s), the agency representative, by his/her signature to this document, signifies one of the following:

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| <input checked="" type="checkbox"/> 1 Concurrence as presented ¹ | <input type="checkbox"/> 1 Concurrence with comments ³ |
| <input type="checkbox"/> 1 Nonconcurrence ² | <input type="checkbox"/> 1 Waived ⁴ |

Comments/Reasons for
Nonconcurrence

Additional Information
Needed

Agency: WDFW Title: NEPA/SEPA Coordinator Signature: Cynthia R. Pratt Date: 11/12/99

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United States Department of the Interior

FISH AND WILDLIFE SERVICE

North Pacific Coast Ecoregion

Western Washington Office

510 Desmond Drive SE, Suite 102

Lacey, Washington 98503

Phone: (360) 753-9440 Fax: (360) 753-9008

DEC 3 1999

Susan Powell
Northwest Region Environmental
Washington Department of Transportation
PO Box 330310
Seattle, Washington 98133-9710

Re: SR 509 Extension and South Access Road, Concurrence Point 2

Dear Ms. Powell:

We have received your request for concurrence on the project alternatives to be evaluated in the Draft Environmental Impact Statement (Concurrence Point 2 of the NEPA/404 Merger Process) for the above proposed project. Due to staffing constraints, we are waiving our concurrence on this point.

Should you have any comments, please contact Nancy Brennan-Dubbs, of my staff, at (360)753-5835 or at the above letterhead address.

Sincerely,

Gerry A. Jackson, Manager
Western Washington Office

nbd/jk

c: EPA, Seattle (Roy)
DOE, Lacey (Manning)
WDFW, Region 4 (Schneider)
Corps, Seattle (Kennedy)

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Concurrence Point 2
Preliminary Preferred Alternative



State of Washington
DEPARTMENT OF FISH AND WILDLIFE

Mailing Address: 600 Capitol Way N - Olympia, Washington 98501-1091 - (360) 902-2200, TDD (360) 902-2207
Main Office location: Natural Resources Building - 1111 Washington Street SE - Olympia, WA

August 24, 2001

Washington State
Department of Transportation
Northwest Region
Attention: Ms. Susan Powell
P.O. box 330310
Seattle, Washington 98133-9710

Dear Ms. Powell *Susan*:

**SUBJECT: SR 509, South Access Road, 404 Merger
Concurrence Point #2, Preliminary Preferred Alternative, Des
Moines Creek, WRIA 09.377, and Massey Creek, WRIA
09.0380**

Washington Department of Fish and Wildlife (WDFW) has reviewed the SR 509 South Access Road project and the request for concurrence with the Preliminary Preferred Alternative (Concurrence Point #2). We have the following comments.

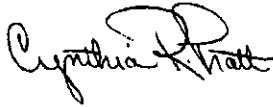
We concur with the C2 alternative and believe this is the best choice overall to balance fish and wildlife impacts with 4(f) impacts. Our agency still would like to see cumulative impacts of the closely related projects in this area viewed together, if possible. This analysis could then be analyzed for amount of mitigation needed to overcome overall impacts, which may be severe.

We want to iterate that there are chum and coho salmon, steelhead and cutthroat trout in Des Moines Creek. We understand that there might be a tributary to Des Moines Creek which enters the large wetland at the upper end of the project. No mention of this stream is found on your maps or in the discussion. This would be another good opportunity for enhancement of this stream reach, which has been straightened to flow again the road, and at times flows through a culvert.

WSDOT, Northwest Region
Ms. Susan Powell
August 24, 2001
Page 2

Thank you for the opportunity to participate in this project. If you have any questions about this letter, please call me at (360) 902-2575. If you have specific questions concerning the area, please call Deborah Cornett, the Regional Habitat Program Manager, at (425) 775-1131, Extension 114, for the Area Habitat Biologist for the SR 509 South Access project.

Sincerely,



Cynthia R. Pratt
SEPA/NEPA Coordinator
Regulatory Services Section
Environmental Services Division
Habitat Program

cc: Stephen Kalinowski, Reg. Services
Gayle Kreitman, RSSM
Deborah Cornett, RHPM, Reg. 4

Merger Agreement Concurrence Form

Project Title SR# Region County
Extension and South 509 Northwest King

WRIA Environmental Document Date Concurrence Due
WRIA 09 Classification 9/24/2001
Streams 0377 and 0380 Joint NEPA/SEPA EIS

- ☐ Project purpose & need ☐ Preferred alternative/Least environmentally damaging alternative
☐ Criteria for alternatives selection ☐ Detailed mitigation plan
☐ Role of all agencies ☒ Preliminary Preferred Alternative
☐ Project alternatives to be evaluated in DEIS

WSDOT Contact Person **Susan Powell**

Environmental Summary

The purpose of the proposed action is to improve regional highway connections with an extension of SR 509 to serve future transportation needs in southwest King County and to enhance southern access to Seattle-Tacoma International Airport.

Concurrence Request

Having discussed the above concurrence point(s), the agency representative, by his/her signature to this document, signifies one of the following:

- ☐ Concurrence as presented¹ ☒ Concurrence with comments³
☐ Nonconcurrence² ☐ Waived⁴

Comments/Reasons for
Nonconcurrence

Additional Information
Needed

Agency:

Title:

Signature:

Date:

WOPCO SEPA/NEPA Coordinator Cynthia R. Pratt 8/24/01

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United States Department of the Interior

FISH AND WILDLIFE SERVICE

Western Washington Office

510 Desmond Drive SE, Suite 102

Lacey, Washington 98503

Phone: (360) 753-9440 Fax: (360) 753-9008

SEP 24 2001
RECEIVED
U.S. DEPARTMENT OF THE INTERIOR
FISH AND WILDLIFE SERVICE
WESTERN WASHINGTON OFFICE
510 DESMOND DRIVE SE, SUITE 102
LACEY, WASHINGTON 98503
PHONE: (360) 753-9440 FAX: (360) 753-9008
RECEIVED
OTHER
FILE

SEP 18 2001

Susan Powell, Environmental Specialist
Washington State Department of Transportation
MS 138
Post Office Box 330310
Seattle, Washington 98133-9710

Reference: SR509 South Access Road: 404 Merger Concurrence Point 2 (Preliminary Preferred Alternative)

Dear Ms. Powell:


Our office received a letter and concurrence package from your agency dated August 9, 2001, requesting our concurrence on "C2" as the "preliminary preferred alternative" for the SR 509 Extension and South Access Road project; and our consent to proceed with the Supplemental Draft Environmental Impact Statement presenting "C2" as the preliminary preferred alternative according to the NEPA/SEPA/Section 404 Merger Agreement.

As you know, our agency could not concur with the above request in the past because of concerns regarding potential conflicts with proposed mitigation sites, and potential impacts to riparian and wetland habitat.

However, the concurrence package mentioned above, and a recent presentation by your project staff at the August 29, 2001 Signatory Agency Committee meeting, provided the necessary additional information, and demonstrated that our previous concerns have been adequately addressed for this stage of the process. As such, we are able to provide our concurrence with your request at this time.

If you have any questions please contact Emily Teachout at (360) 753-9583.

Sincerely,


for Ken S. Berg, Manager
Western Washington Office

Enclosure

cc: COE (A. Robinson)
EPA (T. Conner)
NMFS (T. Gibbons)
WDOE (T. Swanson)
WDFW (C. Pratt)
WDOT (B. Brown)

Merger Agreement Concurrence Form

Project Title	SR#	Region	County
Extension and South	509	Northwest	King

WRIA WRIA 09 Streams 0377 and 0380	Environmental Document Classification Joint NEPA/SEPA EIS	Date Concurrence Due 9/24/2001
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- | | |
|---|---|
| <input type="checkbox"/> Project purpose & need | <input type="checkbox"/> Preferred alternative/Least environmentally damaging alternative |
| <input type="checkbox"/> Criteria for alternatives selection | <input type="checkbox"/> Detailed mitigation plan |
| <input type="checkbox"/> Role of all agencies | <input checked="" type="checkbox"/> Preliminary Preferred Alternative |
| <input type="checkbox"/> Project alternatives to be evaluated in DEIS | |

WSDOT Contact Person **Susan Powell**

Environmental Summary

The purpose of the proposed action is to improve regional highway connections with an extension of SR 509 to serve future transportation needs in southwest King County and to enhance southern access to Seattle-Tacoma International Airport.

Concurrence Request

Having discussed the above concurrence point(s), the agency representative, by his/her signature to this document, signifies one of the following:

- | | |
|---|---|
| <input checked="" type="checkbox"/> Concurrence as presented ¹ | <input type="checkbox"/> Concurrence with comments ³ |
| <input type="checkbox"/> Nonconcurrence ² | <input type="checkbox"/> Waived ⁴ |

Comments/Reasons for
Nonconcurrence

Additional Information
Needed

US Fish and Wildlife
Agency: Service

Division Manager
Title:

Lynn P. Childers
Signature:

9/6/01
Date:

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Merger Agreement Concurrence Form

Project Title
Extension and South

SR#
509

Region
Northwest

County
King

WRIA
WRIA 09
Streams 0377 and 0380

Environmental Document
Classification
Joint NEPA/SEPA EIS

Date Concurrence Due
9/24/2001

- | | |
|---|---|
| <input type="checkbox"/> Project purpose & need | <input type="checkbox"/> Preferred alternative/Least environmentally damaging alternative |
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| <input type="checkbox"/> Role of all agencies | <input checked="" type="checkbox"/> Preliminary Preferred Alternative |
| <input type="checkbox"/> Project alternatives to be evaluated in DEIS | |

WSDOT Contact Person **Susan Powell**

Environmental Summary

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Concurrence Request

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|---|---|
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| <input type="checkbox"/> Nonconcurrence ² | <input type="checkbox"/> Waived ⁴ |

Comments/Reasons for
Nonconcurrence

Additional Information
Needed

Agency: Corps of Engineers

Title: DOT Liaison - Project Mgr

Signature: Quinn M. Robinson

Date: 9/21/01

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N.M.F.S. O.F.O.
**Merger Agreement
Concurrence Form**

Project Title	SR#	Region	County
Extension and South	509	Northwest	King
WRIA	Environmental Document	Date Concurrence Due	
WRIA 09	Classification		
Streams 0377 and 0380	Joint NEPA/SEPA EIS	9/24/2001	

- | | |
|---|---|
| <input type="checkbox"/> Project purpose & need | <input type="checkbox"/> Preferred alternative/Least environmentally damaging alternative |
| <input type="checkbox"/> Criteria for alternatives selection | <input type="checkbox"/> Detailed mitigation plan |
| <input type="checkbox"/> Role of all agencies | <input checked="" type="checkbox"/> Preliminary Preferred Alternative |
| <input type="checkbox"/> Project alternatives to be evaluated in DEIS | |

WSDOT Contact Person **Susan Powell****Environmental Summary**

The purpose of the proposed action is to improve regional highway connections with an extension of SR 509 to serve future transportation needs in southwest King County and to enhance southern access to Seattle-Tacoma International Airport.

Concurrence Request

Having discussed the above concurrence point(s), the agency representative, by his/her signature to this document, signifies one of the following:

☒ Concurrence as presented¹
☐ Nonconcurrence²

☐ Concurrence with comments³
☐ Waived⁴

**Comments/Reasons for
Nonconcurrence****Additional Information
Needed**

Agency:

NMFS

Title:

Habitat Biologist

Signature:

Burt Ward

Date:

9/28/01

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8/8/2001



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 10
1200 Sixth Avenue
Seattle, WA 98101

Reply To
Attn Of: ECO-088

SEP 24 2001

Ref: 96-003-FHA

Susan Powell
Washington State Department of Transportation
P.O. Box 330310, MS 138
Seattle, Washington 98133-9710

Dear Ms. Powell:

We have completed our review of the concurrence package for the proposed SR 509, Extension and South Access Road project, pursuant to the provisions of the NEPA/SEPA/404 Merger Agreement.

Based on the information reviewed, EPA concurs with the desire of the Washington State Department of Transportation (WSDOT) to include a preliminary preferred alternative in the Supplemental Draft Environmental Impact Statement (SDEIS) for the proposed project. In concurring with the inclusion of Alternative C2 as the preliminary preferred alternative in the SDEIS, we are agreeing that it is appropriate for WSDOT to identify the alternative that is presently favored by your agency, based on the work you have conducted to date. We believe that identifying a preliminary preferred alternative in the SDEIS, as part of the larger NEPA process, will provide an appropriate focus for the public review of the document/project.

Our concurrence does not, however, represent an endorsement of Alternative C2 as the alternative that we believe best addresses all of the issues related to the proposed project. At this point in time, we do not believe that we have a sufficient understanding of the analyses that have been conducted to make such a determination. EPA still has concerns surrounding aquatic and fisheries resources, environmental justice, especially for members of the community that reside within mobile homes or rental units, and the indirect and cumulative impacts from neighboring or related projects within or adjacent to the proposed project. We expect that information presented in the SDEIS and any subsequent analyses will allow us to make a determination of the preferred alternative that we would endorse prior to publication of the final EIS.

With this concurrence, we agree with WSDOT's request to proceed with the publication and release of the SDEIS for public review. We have enclosed a completed version of the Concurrence Form that was included in your concurrence package. Should you have any questions, please contact Tom Connor of my staff at (206) 553-4423.

Sincerely,


Judith Leckrone Lee, Manager
Geographic Implementation Unit

Enclosure

cc: Carrie Berry - Ecology; Tom Gibbons - NMFS; Anne Robinson - Corps of Engineers;
Cynthia Pratt - WDFW; Emily Teachout - USFWS; Sharon Love - FHWA

Merger Agreement Concurrence Form

Project Title	SR#	Region	County
Extension and South	509	Northwest	King
WRIA WRIA 09	Environmental Document Classification	Date Concurrence Due	
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- WSDOT Contact Person **Susan Powell**

Environmental Summary

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Concurrence Request

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- | | |
|--|--|
| <input type="checkbox"/> Concurrence as presented ¹ | <input checked="" type="checkbox"/> Concurrence with comments ³ |
| <input type="checkbox"/> Nonconcurrence ² | <input type="checkbox"/> Waived ⁴ |

Comments/Reasons for
Nonconcurrence

Additional Information
Needed

Agency: SEPA, Region 10 Title: Manager, Geographic Unit Signature: [Signature] Date: 9-24-01

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STATE OF WASHINGTON
DEPARTMENT OF ECOLOGY

P.O. Box 47600 • Olympia, Washington 98504-7600
(360) 407-6000 • TDD Only (Hearing Impaired) (360) 407-6006

September, 24, 2001

Ms. Susan Powell, Environmental Specialist
Washington State Department of Transportation
P.O. Box 330310 MS - 138
Seattle, WA 98133-9710

Dear Ms Powell:

Re: SR-509 South Access Road 404 Merger Concurrence Point #2 Preliminary Preferred Alternative

The Department of Ecology has reviewed the SR-509 South Access Road project and the request for concurrence with the Preliminary Preferred Alternative (Concurrence Point #2). We concur with the Preliminary Preferred Alternative, "Alternative C-2" because it appears preliminarily to be the least environmentally damaging alternative for the SR-509 Extension and South Access Road project. With our concurrence, we consent to the Department of Transportation's moving forward with the Supplemental Draft Environmental Impact Statement (SDEIS) in accordance with the NEPA/SEPA/Section 404 Merger Agreement.

Ecology remains concerned with the wetland and stream impacts. For example, while the conflict between Alternative C-2's spanning of Tyee Pond and the Port of Seattle's Third Runway permit application has been resolved, it remains crucial to make every effort to minimize the span coverage to Tyee Pond and avoid any permanent excavation or fill impacts to the Pond. Additionally, the Department of Ecology will work with you to develop solutions aimed at avoiding direct impacts to other wetlands in the area (e.g. spanning).

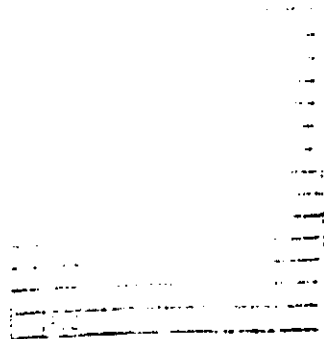
Towards that end, we recognize that WSDOT will be proposing wetland mitigation and selective stream restoration and enhancement in the upland as part of the mitigation package. We look forward to reviewing and commenting on that package.

Thank you for the opportunity to participate in this project. If you have any questions, please contact me at 360.407.6789 or tswa461@ecy.wa.gov.

Sincerely,

Therese Swanson
Ecology-WSDOT Liaison

Cynthia Pratt, WDFW
Sarah Suggs, Ecology NWR
Ann Kenny, Ecology NWR
Ann Robinson, ASACE
Emily Teachout, USFWS



Merger Agreement Concurrence Form

Project Title	SR#	Region	County
Extension and South	509	Northwest	King
WRIA WRIA 09 Streams 0377 and 0380	Environmental Document Classification Joint NEPA/SEPA EIS	Date Concurrence Due 9/24/2001	

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- WSDOT Contact Person Susan Powell

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Comments/Reasons for
Nonconcurrence

Additional Information
Needed

Ecology

Ecology-DOT Liaison

Theresa Swanson

09-24-01

Agency:

Title:

Signature:

Date:

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